

MICHIGAN TRUCK SAFETY COMMISSION  
**Annual Report** Fiscal Year **2007**





MICHIGAN TRUCK SAFETY COMMISSION ANNUAL REPORT  
Fiscal Year 2007  
October 1, 2006 - September 30, 2007  
Pursuant to Public Act 348 of 1988  
November 15, 2007

*Prepared by the*  
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## MICHIGAN TRUCK SAFETY COMMISSION **MISSION STATEMENT**

*“To improve truck safety  
by providing Michigan’s  
trucking industry and  
the citizens of Michigan  
with effective educational  
programs, and by  
addressing significant  
truck safety issues.”*



## 2007 MTSC COMMISSIONERS



**DR. JACQUELINE A. EL-SAYED,  
CHAIR**  
Representing Michigan's Four-Year Colleges or  
Universities



**CAPT. ROBERT R. POWERS**  
Michigan Department of State Police  
Traffic Safety Division (formerly Motor Carrier  
Division)



**MR. FRED BUETER, VICE CHAIR**  
Representing Secretary of State Terri Lynn Land



**MR. MICHAEL L. PRINCE, DIRECTOR**  
Office of Highway Safety Planning



**MR. TIMOTHY R. KALTENBACH**  
Representing General Public



**MR. JAMES S. SCALICI**  
Michigan Transportation Commission



**MR. ROBERT E. MCFARLAND**  
Representing Private Motor Carriers



**MR. JAMES A. VAN ZOEREN**  
Representing Michigan Trucking Association



**MR. JAMES C. PARRINELLO**  
Representing Organized Labor



**MR. DAVID ZICK**  
Representing General Public

**VACANT**  
Representative for Michigan Community Colleges



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## INTRODUCTION

**T**he Michigan Truck Safety Commission (MTSC) is unique, the only organization in the nation dedicated to commercial truck driver education and training supported not with tax dollars but solely by the industry it serves. What was born of modest beginnings has grown to become a renowned safety advocate for the state's trucking industry. The 11-member Commission meets bimonthly.



Funding is provided by the Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning, a division of the Michigan Department of State Police.

A large portion of the Fund is used to support truck driver safety education programs conducted by the Michigan Center for Truck Safety.



# STRATEGIES TO REDUCE CMV-INVOLVED CRASHES, FATALITIES, AND INJURIES

To help guide planning and identify strategies for reducing commercial motor vehicle (CMV) crashes, injuries, and fatalities, the MTSC sponsored a study by the University of Michigan Transportation Research Institute (UMTRI). UMTRI identified key issues associated with CMV-involved crashes and proposed countermeasures.

Between 2001 and 2005, there was an 11 percent decrease in CMV-involved crashes and 9 percent decrease in fatalities. CMVs are disproportionately involved in serious crashes, being 3 percent of all vehicles in crashes but 7 percent of all vehicles in fatal crashes. The annual cost of CMV crashes in Michigan was estimated at \$662 million, more than half of which was attributed to fatal crashes. Other key findings based on crashes and vehicle inspections follow:





- » When crashes of all severity levels are considered, angle crashes, rear-end crashes, head-on crashes, same-direction sideswipe, and single-vehicle crashes contribute most to overall CMV crash costs, in the order presented.
- » Brake system defects have been associated with rear-end crashes, opposite direction crashes (head-on, opposite direction sideswipes), and intersecting path crashes (including angle collisions).
- » Lighting defects have been associated with rear-end collisions, where the CMV was the vehicle struck.
- » Brake and lighting system violations are the most frequent violations in CMV inspections.
- » Violation rates in inspections are highest for CMVs from small fleets.
- » CMVs from intrastate carrier fleets have higher rates and more serious violations in inspections than CMVs from interstate carrier fleets.
- » The most costly individual CMV driver hazardous actions (compared to the average hazardous action) are: reckless driving, drove left of center, disregard of traffic control, careless/negligent, speed too fast, and unable to stop in assured distance (following too closely).
- » In approximately half of CMV crashes, a hazardous action is coded for the driver of the other vehicle.
- » Fatigue-related CMV crashes tended to be either severe single-vehicle crashes in which the CMV ran off the road or rear-end crashes. Most CMV fatigued driver crashes occurred at night, between midnight and 6 a.m. on interstate roads, and involved tractor-semi trailers or doubles operated by interstate carriers. Fatigue-related crashes account for 2-3 percent of total CMV crash costs in Michigan.
- » Eight counties (Wayne, Oakland, Kent, Macomb, Berrien, Washtenaw, Genesee, and Ottawa) accounted for almost half of Michigan's annual CMV crash costs. Wayne County alone accounted for 19 percent of the costs.
- » Four of the above eight counties were not among the top eight when CMV inspections were considered.

The full report suggests strategies to enhance CMV safety in Michigan, focusing on the improved maintenance of CMVs, deployment of truck safety technologies, increased knowledge of sharing the road, strengthening the commercial driver license (CDL) program, and improving crash data. To view the entire report, go to [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp), click on *Other Safety Programs* and then click on *Strategies to Reduce CMV-involved Crashes, Fatalities, and Injuries in Michigan* under the Michigan Truck Safety Commission heading.

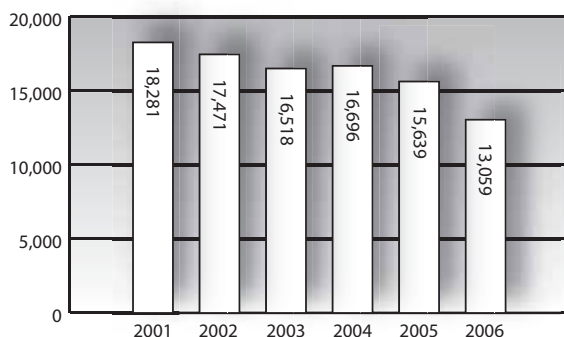




## CRASH PROFILE 2001-2006

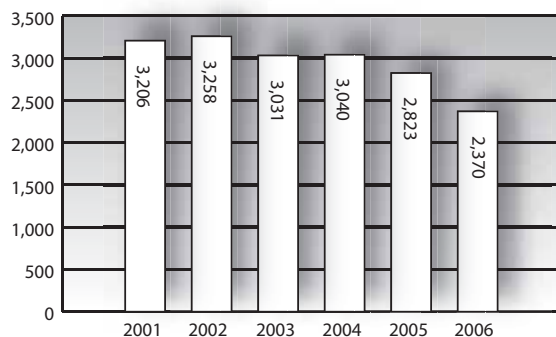
The following commercial motor vehicle (CMV) crash information shows general trends from 2001-2006. Since 2001, there have been positive gains made in most aspects of CMV crashes even

as the number of CMVs and drivers has increased during this same time period. This is likely due, in part, to increased focus on educational programs and enforcement activities.



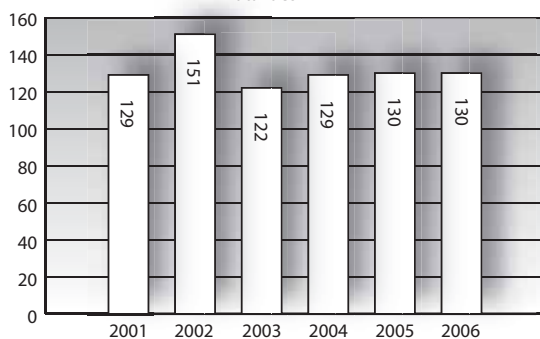
### COMMERCIAL MOTOR VEHICLE CRASHES

*CMV crashes have decreased 28% since 2001.*



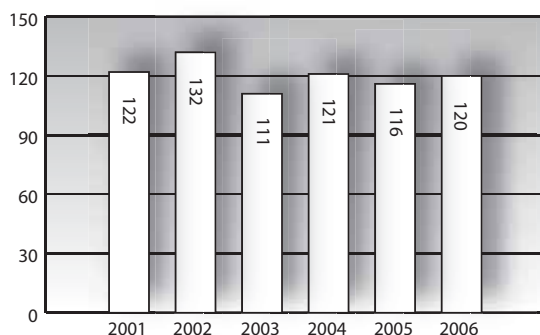
### COMMERCIAL MOTOR VEHICLE INJURY CRASHES

*CMV injury crashes have decreased 26% since 2001.*



### COMMERCIAL MOTOR VEHICLE FATALITIES

*CMV fatal crashes have not changed significantly since 2001.*



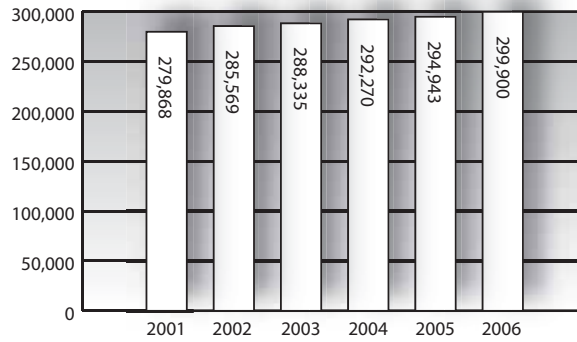
### COMMERCIAL MOTOR VEHICLE FATAL CRASHES

*CMV fatal crashes have not changed significantly since 2001.*



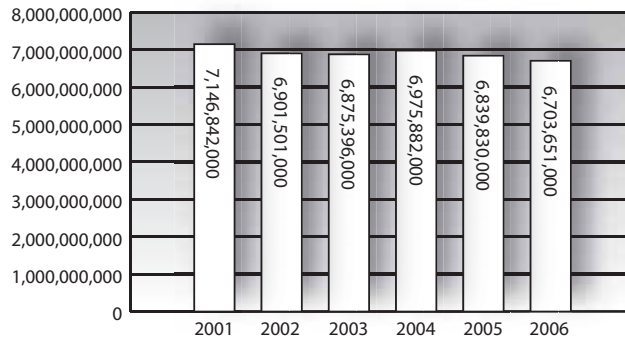
### COMMERCIAL DRIVER LICENSES

*CDLs have increased 7% since 2001.*



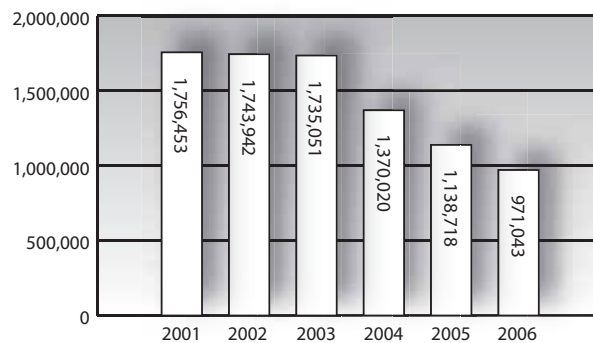
### CMV VEHICLE MILES TRAVELED

*CMV VMTs have decreased 6% since 2001.*



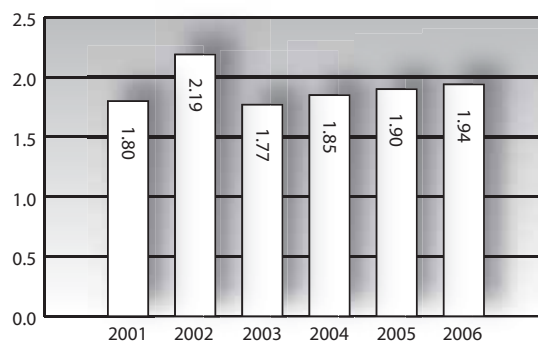
### REGISTERED COMMERCIAL MOTOR VEHICLES

*Registered CMVs dropped from 2003 to 2004 because starting March 2004, privately owned pick ups and vans were reclassified by the Michigan Secretary of State to passenger registrations.*



### FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED

*Since 2001 fatalities per 100 million VMT have increased 7%.*







# MICHIGAN CENTER FOR TRUCK SAFETY

**T**he Michigan Center for Truck Safety (MCTS) is responsible for the day-to-day operation of educational programs sponsored by the MTSC. The Center is funded through a grant to the Michigan Trucking Association (MTA) Education Center, Inc.

The Center serves as a focal point for truck driver training and educational programs. The staff consists of a director, two directors of safety, three safety/management specialists, a director of communications, and a clerical assistant. The Lansing facility includes administrative offices, storage, and a conference/training room. The Upper Peninsula office is in Escanaba. Training programs and safety reviews are conducted virtually every day. Facilities are used for training, program development and delivery, and meetings.

## TRAINING

In conjunction with the MTA, the Center hosted the fifth annual Michigan Truck Exhibition and Safety Symposium in February 2007. About 250 people attended sessions taught by industry representatives and other experts in their fields. Federal Motor Carrier Safety Administration (FMCSA) Deputy Administrator David Hugel and Commercial Vehicle Safety Alliance (CVSA) President Sgt. Don Bridge presented the Center's "Partner in Safety" awards at the MTA Safety Awards Banquet. Thirteen individuals and organizations were cited for their contributions to MCTS and truck safety in general, including the eleven members who served on the Simulator Committee for nearly four years:

**Lawrence Archer**—Modular Transportation  
**Von Chamberlain**—Great West Casualty Co.  
**John Cote, Ph.D.**—Baker College  
**Timothy Cotter**—FMCSA  
**John Cunningham**—Edw. C. Levy Co.  
**Kevin Ford, Ph.D.**—J. Kevin Ford & Associates  
**Glen Merkel**—Davis Cartage Co.

**Steve Schreier**—Michigan Office of Highway Safety Planning

**Cari Sullivan**—Two Men and a Truck International

**John Theroux**—Lansing Community College

**Phillip W. Whitmer**—Baker College

The two other individuals were:

**Denny Olson**—Denny Olson Trucking

*For donating his time and service to the MCTS, particularly the U.P. office*

**Michael Shultz**—Michigan County Road Commission Self-Insurance Pool

*For helping organize management and driver training seminars*

The truck safety simulator was delivered in February and demonstrated at the annual expo and symposium in February and the Traffic Safety Summit in March. In August, it was parked at Davis Cartage Company in Owosso for instructor training and a pilot student program. It was also displayed in September at the Annual Logging Congress in Escanaba. The simulator was part of a press conference with Secretary of State Terri Lynn Land in late September. The simulator replaces the mobile classroom, which was retired this year.

MCTS continued to partner with Eaton Corporation to operate the Michigan Center for Decision Driving (MCDD) in Marshall. MCDD provides hands-on, advanced truck driver training using the facility's skid pad and classroom. The Center contracts with Eaton on a per-student basis for training and the facility's use. During this fiscal year, 2,617 drivers completed the program at the Marshall facility, which is a 1 percent decrease from 2,646 in FY06. In FY07, 1,800 were from Michigan, or 68 percent, while 817, or 32 percent, were from out-of-state in FY06. The Center also runs the Upper Peninsula Decision Driving Course (skid pad/classroom) at the Upper Peninsula State Fairgrounds in Escanaba. This year, 121 drivers completed the program. This is a 25 percent increase from ninety-one drivers in FY06.

The Center held special days for insurance and safety managers at MCDD in the summer. During





*"Detroit experienced a bad case of black ice last night...there was a fatal accident on SB I-75 in the downtown area. There were no flashing lights, no warning signals: just a pile up of 7-10 cars in the middle of the freeway.*

*As Larry Smith came upon the carnage without warning, his split-second choices were to slam on the brakes and steer sharply to avoid the wreck or take his foot off the accelerator and apply his skid-pad lessons. Guess how many people are alive this morning because of the training your school provided to Larry?*

*Larry came into my office first thing this morning shaking like a leaf, but thankful that Penske took the time and spent the money to send him and all our other drivers to this training.*

*Thank you, your staff, and your school for this invaluable training, especially on Larry's behalf."*

*Bob Borth  
Warren, Michigan*





that time, twenty-five company managers and twenty-nine insurance representatives took advantage of the free training to check out the decision driving program.

The Center's Professional Driver Coaching program (formally known as Driver Performance Measurement or DPM) is a one-on-one driver assessment performed on a predetermined route. In FY07, 310 drivers completed PDC courses, which is a 28 percent decrease from 429 in FY06. Included in those numbers are 194 people who participated in the DPM Step 2 program.

MCTS's management programs include compliance training and safety reviews for company safety directors and other management personnel. This year, management training was held for 320 managers and safety personnel. This is a 30 percent increase from 225 in FY06.

Seminar training was recorded separately for the first time this year. Center staff trained 611 people in the seminars.

MCTS provided general compliance and safety education training for 852 people in FY07. Because the Center started breaking down some of the general compliance in FY07, the numbers cannot be compared to FY06. Center staff trained 550 people in load securement, 153 in hazardous materials handling, and 276 in fatigue management.

Additionally, the Center worked with FMCSA and the Michigan Department of State Police, Traffic Safety Division, to provide materials for the new entrant program, along with training seminars for new entrants. FMCSA is notifying motor carriers applying for a U.S. DOT number to operate in interstate commerce or for interstate operating authority that federal inspectors will visit within eighteen months of their application to assess the carrier's level of compliance with the rules and regulations. The Center is then advising these companies by mail of its available services.

The Truck Safety Hot Line assists callers with answers to questions about safety, education, programs, and motor carrier rules and regulations. From October 2006 to September 2007, 11,792 calls were received on the hot line for an average of almost

1,000 per month. The Center received 14,321 calls during FY06, for a decrease of 18 percent in FY07.

The three-day Periodic Inspection Training Course provides training for maintenance staff, enabling them to meet federal requirements for performing periodic inspections. During FY07, 71 people completed the training. This is a 29 percent decrease from 100 in FY06.

Center staff trained 457 drivers in the National Safety Council's (NSC) Professional Truck Driver program this year, almost a 19 percent decrease from 564 in FY06. The NSC recognized the Center as a "Trend Setter" at its annual banquet in October 2007 for showing an increase in the number of trained drivers in 2006.

Thirty-four individuals earned the Center's Home Run for Safety Award in FY07, the majority of them Baker College students. This award is given to individuals or companies that complete the Center's core programs. For drivers, that includes Professional Driver Coaching, the NSC's Professional Truck Driver program, either of the decision driving courses, and fatigue management. For companies, the safety management component also is required. Four drivers earned the award in FY06.

Two inspection videos/CDs/DVDs remain available for Michigan trucking companies, which are on the Web site. The tenth edition of the Truck Driver's Guidebook was published with new cover art and a limited run because hours of service rules changed and might change again. More than 28,000 copies were distributed. The Guidebook also is available on the Center's Web site.

The Southeast Michigan consultant promotes

*"Vicki Sowers had an accident a couple of days ago and told our safety department that it could have been more serious if it had not been for the skid pad training she received. This is the third driver who has told us skid pad training has either helped them avoid an accident or made it less severe."*

*Gary T., Dakota Lines*



and markets the Center's programs in the Detroit area, including the "Are you Truck SMART?" campaign, and assists in the scheduling of programs, seminars, and presentations. Eleven 4'x10' banners were distributed to companies to display at their terminals.

Finally, the Center provides national and industry perspectives to the Commission for truck driver training concerns and needs by maintaining contact with a variety of national motor carrier safety organizations. Frequent contact is made with the FMCSA, CVSA, the American Trucking Associations (ATA), and The North American Transportation Management Institute. On a statewide basis, the Center works with the Michigan Network of Employers for Traffic Safety (NETS), Governor's Traffic Safety Advisory Commission, and other traffic safety associations.

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## **"ARE YOU TRUCK SMART?"**

The Center produced a new Truck SMART brochure with tips on how to share the road with large trucks. Six 15-second TV/Internet spots were created to air on Comcast in Detroit. Additionally, discussions were held with TV stations about using Flash copies on their Web sites.

On September 27, Secretary of State Terri Lynn Land joined the Center and the Michigan Teamsters at a press conference in Detroit for the unveiling of MCTS's new, state-of-the-art mobile truck safety simulator and to recognize the Center's "Are you Truck SMART?" campaign partners. Secretary Land presented MCTS Director Michael Irwin with a specialized "TRUCKIN" license plate in honor of the Center's Trendcenter award from the National Safety Council. Attendees included all of the Detroit television stations, two radio networks, and The Detroit News. Also in attendance were representatives from companies that have partnered with the Center to promote the "Truck SMART" program.

This year, the Center's print public service announcement on blind spots continued to be used

in newspapers throughout the state. The Center also advertised in the "State Individual Wrestling Finals Preview Guide," The Daily Press in Escanaba, and the Michigan Driver & Traffic Safety Education Association newsletter.

The MTA's Road Team travels the state as goodwill ambassadors for the trucking industry, speaking before educational groups on truck-related issues. Its mission is to foster safety on Michigan highways and to explain the responsibilities of car drivers with respect to large trucks. More than 650 students learned car and truck safety in 13 school districts and private driving classes around the state. This is an increase of one school district from last year, but a decrease of 9 percent from 725 students trained in FY06. The Road Team still has six active drivers, all of whom volunteer their time and driving talents with the support of their respective employers: Tim Bean, R. Bean & Son, Howard City; Mark Cotter, Con-Way Central Express, Mason; Mike Diegel, Causley Trucking, Saginaw; David Gulock, Cassens Transport, Warren; Ronald Looks, Con-Way Central Express, Cadillac; and David Scott, Con-Way Central Express, Romulus.

MCTS also partnered with Michigan NETS, the Michigan Teamsters, and UPS to promote Drive Safely Work Week in October 2006.

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## **OTHER PROGRAMS**

The Center newsletter continued to be published and distributed to 14,000 companies and individuals quarterly and is also posted on the Web site. Center staff regularly update the site. The Center continues to promote its Home Run for Safety program, which is an overview of all of MCTS's courses.



## FUTURE ACTIVITIES

MCTS will co-host the sixth annual Michigan Truck Exposition & Safety Symposium in February 2008.

MCTS will continue its programs for safety personnel and truck drivers:

- » Decision driving courses
- » Safety and compliance training, including the safety management plan, periodic inspection training, and cargo securement
- » Truck Safety Hot Line
- » Professional Driver Coaching
- » NSC (DDC-PTD) 4-hour classroom training program
- » Inspection videos and promotion of proper vehicle maintenance and inspections
- » Active participation in the CVSA to ensure proper education and training for vehicle inspections and maintenance requirements
- » "Are you Truck SMART?" public information & education program
- » Research of new technologies in truck driver training and education
- » New entrant contact program
- » Partnership with NATMI to offer certification programs









## ENFORCEMENT

**A**s part of a realignment of the Michigan State Police (MSP) in March 2007, the Traffic Services Section transferred to the Motor Carrier Division, which was renamed the Traffic Safety Division. This realignment places all the traffic safety functions of the department in one division.

This year's grant had two different Special Transportation Enforcement Team (STET) objectives. The first was the standard STET operation mandated by the MTSC statute. The second objective was STET operations on overtime. Part of the grant requires each district commander to develop appropriate evaluation tools for STET operations. In March 2007, the Traffic Safety Division requested and the Commission approved the transfer of overtime hours to regular time because of state budget difficulties.

The division also issued press releases, one in the spring and a second in the fall, explaining what STET operations are and how they are important to highway safety. These releases are part of the division's outreach efforts. Several media inquiries and stories resulted from the press releases.

### EDUCATION

The division held four free eight-hour training sessions for Michigan law enforcement agencies to educate patrol officers on commercial vehicle law. A total of 155 officers attended the Commercial Motor Vehicle Awareness classes, which were well received.

The division continues to produce CMV Enforcement Quarterly, a publication distributed electronically through a listserv to all law enforcement agencies, prosecutors' offices, and district court magistrates. The Quarterly is also posted on the division's Web site.

The division purchased and distributed 220 copies of the current Federal Motor Carrier Safety Regulations (FMCSR) to each county prosecutor and district court magistrate because access to a current FMCSR has been a problem in local courts.

### AWARD PROGRAM

This year's grant also provided funding to purchase awards for the annual "Award for Excellence in Commercial Vehicle Safety," sponsored by the Michigan Association of Chiefs of Police (MACP).

The awards were presented at MACP's Mid-Winter Conference in Grand Rapids in February 2007. The award is broken down into categories by agency size, with separate categories for Sheriff's Offices and MSP posts.

#### THE WINNING AGENCIES FOR THE 2006 AWARD WERE:

Class I (1-10 officers)	<b>OXFORD POLICE DEPARTMENT</b>
Class II (11-35 officers)	<b>CENTERLINE DEPARTMENT OF PUBLIC SAFETY</b>
Class III (36+ officers)	<b>DEARBORN POLICE DEPARTMENT</b>
Sheriff's Office	<b>WAYNE COUNTY SHERIFF DEPARTMENT</b>
State Police Post	<b>METRO SOUTH POST</b>









# STET STATISTICS

## MICHIGAN DEPARTMENT OF STATE POLICE, TRAFFIC SAFETY DIVISION

	STETs
<b>Safety Inspections</b>	6,232
<b>Verbal Warnings</b>	3,132
<b>Total Vehicle Stops</b>	7,836
<b>Total Citations</b>	3,981
<b>Speeding</b>	2,161
<b>Moving Traffic</b>	208
<b>Seat Belt</b>	850
<b>CDL</b>	151
<b>Illegal Parking</b>	94
<b>Log Book</b>	517





# TRUCK SAFETY FUND

## STATEMENT OF CHANGES IN FUND BALANCE

FOR THE PERIOD ENDED SEPTEMBER 30, 2007

	Year Ended 9/30/06	Year Ended 9/30/07
<b>REVENUES</b>		
Truck Registration Fees	\$2,050,517	\$2,034,922
Variable Interstate Fees	522,170	1,100
<b>Total</b>	<b>\$2,572,687</b>	<b>\$2,036,022</b>
<b>EXPENDITURES</b>		
Education Programs	\$1,505,967	\$1,720,640
Enforcement	960,762	1,265,949
Research/Other	206	125,256
Administration	52,638	44,351
<b>Total</b>	<b>\$2,519,573</b>	<b>\$3,156,196</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	\$53,114	(\$1,120,174)
<b>BEGINNING FUND BALANCE</b>		
<b>Total</b>	<b>\$2,041,799</b>	<b>\$2,094,913</b>
<b>ENDING FUND BALANCE</b>		
<b>Total</b>	<b>\$2,094,913</b>	<b>\$974,739</b>

### NOTE A: Summary of Significant Accounting Policies

**Method of Accounting** - The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs. If this occurs, the prior year totals are updated in the current report to reflect final year-end amounts.

### FUNDING SOURCES FOR THE TRUCK SAFETY FUND

- >> \$15.00 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws)
- >> Interstate registration fees collected by the Michigan Department of Labor & Economic Growth (Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws). These fees were phased out in fiscal year 2007 and will be replaced with a new Uniform Carrier Registration fee in fiscal year 2008.

# PUBLIC ACT 348 OF 1988

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws  
Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
  - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
  - (b) The director of the Office of Highway Safety Planning, within the Department of State Police.
  - (c) The Secretary of State.
  - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
  - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
    - (i) One individual representing Michigan community colleges.
    - (ii) One individual representing 4-year colleges or universities.
    - (iii) One individual representing the Michigan Trucking Association.
    - (iv) One individual representing private motor carriers.
    - (v) One individual representing organized labor.
    - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan Truck Safety Commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No. 267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
  - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
  - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
    - (i) Establishing truck driver safety education programs.
    - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
    - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the



United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.

- (c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.
- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
  - (i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
  - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
  - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate State Affairs, Tourism, and Transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.







